

# Weekly Citizen

ALBUQUERQUE, APRIL 28, 1894.

COLONEL BARCKENRIDGE wants a new trial. Some people don't know when they have had enough.

WHAT has become of the plank in the democratic platform demanding the admission of the territories?

THE republicans can make a winning ticket with Gov. McKinley for president and Thos. B. Reed for vice president.

THE Las Vegas Optic corrects the injurious report that it put in circulation regarding the Cochiti mining district.

MOST men spend half of their valuable time in looking around for precedents to justify them in what they have already done.

CHICAGO has at last received a check in her territory acquiring career. The people of Evanston have voted to remain independent of their neighbors.

NO one will accuse the authorities of extravagance if they expend a reasonable sum in giving this city a general and thorough spring cleaning.

THAT Cleveland exerts a control over the house of representatives is generally accepted from the fact it will take no measure looking to the expulsion of Breckinridge.

WASHINGTON is said to be excited over the approach of the Commonwealth army. After Washington's experience with the hungry office-seekers we should think she would be excited.

THE democratic brethren can console themselves with the fact that they will not have to worry about a quorum in the next congress. That responsibility will rest with the republicans.

THE worst of many insults which have been showered upon the republican party by the southern democrats is the charge of ex-Senator Reagan, of Texas, that Cleveland is a republican.

THE Tucson, Arizona, Citizen kindly says: "The Albuquerque Citizen contains an excellent and extended write up of the Needles in the Colorado. Much good must come to the town from it."

THE successful and broad-gauge politician holds no deep-seated animosity toward opponents. When a campaign is over, whether successful or not, it is wise to cancel all grievances and take a fresh start.

THE Chicago officials of the Santa Fe road have declined to ratify the arrangement made for the transportation of 500 men from Mojave to Chicago and the second San Francisco regiment of the Industrial Army is left to its own devices.

IF the industrial army succeeds in frightening the administration into doing something for the benefit of the country, the fact will be overlooked that its leaders and a large proportion of the rank and file would have almost any danger rather than be confronted with the necessity of going to work.

RHODE ISLAND is revising its laws relating to women. Every married woman can now make a will, make legal contracts and rent and manage her own estate. The lower house has just passed a bill conferring on married women the control of their personal property and the equalization of courtesy and dower.

DURING Cleveland's first term the era of prosperity inaugurated years ago by the republican party continued without cessation or interruption. And why? Because the senate had a republican majority. Every manufacturer, every business man, every farmer, every wage-earner and every citizen knew that no free trade tariff bill could become a law. The president and house might propose "Mill's bills," or Morrison "horizontal reduction bills," but the senate stood as the bulwark against which the mad waves of free trade might beat in vain.

THE New Mexican publishes a ridiculously constructed map of Cochiti mining district. According to this map the mines are nearer to Santa Fe than to Wallace, and it is further to the Indian village of Cochiti from Wallace than from Santa Fe. This Indian pueblo is adjoining the San Domingo pueblo, and only a short distance from Wallace. The map mentioned is not correct in a single particular, and is printed for obvious reasons.

"DISTRESS is un-American and the authors of it should be repudiated by the people," said ex-President Harrison recently and he expressed a fact most pointed and striking. With hundreds of millions of acres of fertile lands and millions of idle money there should be no distress among the laboring men or anybody else in America and that there is merely points to the fact that the policy of the government now being pursued is unnatural, is wrong and should at once be abandoned.

THE proposed city directory is meeting with genuine encouragement from the business men, and it is hoped that enough subscriptions and advertising can be secured to justify issuing the work at an early day. A directory is needed. The last one was printed at Tepeka, and necessarily contains many errors in names. The printing of the proposed directory will all be done here at home, and the proof sheets can be carefully revised and corrected. The cost of publication of such a work will necessarily be large, and if there is not a general demand the directory will not be issued by this office.

THE Citizens to-day publishes a descriptive sketch of Prescott, Arizona. It is, of course, imperfect in many respects, being prepared hastily in a few hours by the paper's traveling correspondent, but it contains enough to show that Prescott is a good town with a bright future. There is some feeling at Prescott in regard to the champion belt contested for by the fremen at the territorial fair in 1892, and that town is away off in holding some animosity toward THE CITIZEN on account of that belt. The publisher

## PRESCOTT!

The Mountain Gem of Northern Arizona.

Center of a Rich and Flourishing Gold Mining Region.

Scene of Active Mining, Railroad and Ranch Development.

SKETCH OF THE BRINK CITY.

Before the Arizona and Prescott road, a defunct railway, once operated from Prescott Junction (Seligman), existed. Prescott was reached by stage from Ash Fork and from Phoenix. The introduction of the above road, and later on the Santa Fe, Prescott & Phoenix, has brought an increase to the city's population, and now it has something over 3,500. Yavapai's county seat is located here, in 1891 the limits of the county being curtailed by the creation of Coconino county, through legislative enactment. The latter county borders Yavapai a mile north, likewise east, of Ash Fork, taking a southeasterly course to its southern extremity bordering on Gila and Apache counties.

Prescott is the center of a vast mining region, located in the Bradshaw, Kendrick, Weaver and Wickenden mountains and the Granite range, all of which is tributary to the mountain city. Of the city proper it is well to say that its altitude is 5360 feet, the climate in summer being delightful, while in winter it is a good place for Phoenix people to sojourn, having a heated term which renders a change enjoyable. The zero mark is occasionally reached, but on the average the cold season is not bad, light snow falling, and little rain at any time being experienced, fifteen inches for the year being the average.

There is a large floating element, due to the proximity of the mines, in addition just now to the railroad builders. This makes things somewhat lively, adding largely in the support of twenty-five saloons and two gambling establishments.

The greater part of the business is confined to the four streets facing the plaza, in the center of which, enclosed by a substantial fence, is the county court house.

Among the business houses are: Bashford & Burnmaster, Goldwater Bros., J. I. Gardner, J. W. Wilson, Jos. Dougherty, J. L. Fisher, D. Levy & Co., J. M. Aitken, Samuel Hill, Brown Bros., wholesale and retail. Generally the stores are liberally stocked and present an air of good management. On streets leading from the plaza, for a distance of a block, more or less business is done.

Several hotels, the two banks, express office, telegraph office, insurance office, assay office, attorneys, land office, etc., are to be summed up in the business complex of the city.

In the way of industries may be noted the Electric Light company, Telephone company, Steam laundry, Water works, Sawmills, foundry, ice plant, etc.

Among the recent improvements reference may be made to the K. of P. hall building, occupied otherwise by a store, offices of Herndon & Norris, attorneys, and the land office, H. D. Rose, register, and Pierce, receiver; T. W. Johnson's dwelling; the dwellings of Henry Goldwater, costing \$3100; J. L. Fisher, \$6000; Robert Hetherington and John Lawler, \$3000 each; remodeling of Judge Wells' residence and the Episcopal church, several of the dwellings being in progress of construction.

Col. A. O. Brodie, county recorder, occupies one of the finest residences, W. C. Bashford, Hugo Richardson, R. H. Burmaster, Frank Murphy and others being similarly located, these homes offering every comfort and attraction, surrounded, as many are, with families whose presence lends a charm to the social element of the community.

In churches Prescott is well supplied, there being several, including the Episcopal, Catholic, Congregational, Baptist and Methodist, and in schools there is a large one conducted in the old capitol building, which was occupied until 1890 by the territorial government, since located at Phoenix.

Summing up the societies we find three Masonic lodges and an auxiliary, the Eastern Star; two of the K. of P., two I. O. O. F. and a G. A. R. post. In addition to these are a number of the social orders.

Tom Morris, E. Bidwell, Hilton, Rihm, Campbell, Bill Pace, Solon Marks, Jack Coyle and Doc Stewart are the men who represented the Prescott fire department, with Coulson and Harris (reserves), at the Albuquerque fair in 1892. Accompanying the team were W. C. Bashford, George Schuerman and T. F. Scholey, they acting as managers. The result of the visit of the Prescott party will be handed down to history, and the end is not yet. A championship belt in the custody of Prescott's fire boys is the "bone of contention," and the feeling engendered is not calculated to make the life of an Albuquerquean a happy one, providing he should happen to be in Prescott. Your correspondent escaped without injury and with a list of subscribers, and expects to return for more, a warm welcome being assured. Prescott is proud of its fire boys, whose ability to save property is unquestioned. I failed to see the apparatus, which consists of three hose and a hook and ladder company. These are "The Troughs," No. 1, W. J. McMullen, the ex-sheriff, foreman; "Dudes," No. 2, J. M. Aitken, foreman; "O. K.," No. 3, Chas. H. Akers, foreman; Hook and Ladder company, John Fitch, foreman; Frank Andrews is chief. A good service of water is ob-

tained from the three million gallon reservoir, the capacity of which can be readily doubled. The city council makes a weekly allowance for the maintenance of the department, which is well equipped.

The present city officials are: Judge John Howard, mayor; Rees Ling, clerk; Fred Trindle, treasurer; R. M. Fredericks, assessor and collector; Council—M. Goldwater, Gale Swan, George Scherman, Frank Andrews; equally divided politically; chief, George Burton; constable, S. A. Prince; Dr. J. Miller, city physician. All the above except two councilmen, are republicans. Vote 600 last election.

The Courier and Journal-Miner, morning and evening dailies, if prices are maintained, are doing a land office business, judging by the advertising patronage. For courtesies extended the representative of THE CITIZEN will always remember the publishers of the papers mentioned. May they live to add many more years to the age of their respective publications, both papers having entered their teens in the number of years published.

The county officials are: R. Lowery, (dem.) sheriff; A. O. Brodie, (rep.) recorder; A. O. Oliver, (dem.) treasurer; J. F. Wilson, (dem.) probate judge; R. E. Morrison, (rep.) district attorney; J. F. Wilson, (dem.) school superintendent; Andrew J. Herndon, clerk of district court; W. A. Rowe, (dem.) J. W. Smith, (rep.) Thomas Rosch, (rep.) supervisors. Election first Tuesday after first Monday in November. Vote polled November 1892, 3,000 and registered 3,014. Court meets in June. The county is divided about even politically on a territorial election. Census of county in 1890, 9,500. Since then the county lost part to Coconino, but gained, in four years by immigration and native born Arizonians, making the population of Yavapai today fully 11,500. School census of 1893 was 1,346.

OR TO PHOENIX.

The Santa Fe, Prescott & Phoenix railway was opened to regular passenger and freight traffic from Ash Fork to Prescott April 23d, about a year ago, the building operations beginning September 5, 1892. From Meath, eight miles out of Ash Fork, to Cedar Glade, fifteen miles beyond, was the most expensive work on the line to Prescott, the cuts through malpais rock and decomposed granite being hard to encounter, besides the bridging on this stretch was extensive. A few miles north of Prescott like was done but not so great.

Ninety-one bridges were constructed in the distance of sixty miles to Prescott, mainly over ditches. The sixty miles is easy grade and the ride a pleasant one, through daylight always, a wide expanse of ranges and farming lands lay exposed to view on either side of the track.

Line stone is found in great quantities between Meath and Cedar Glade which will add to the revenue of the company as a shipping supply.

Fifty-seven pound steels were laid on this division, while south 65-pound will be used to Phoenix.

At Prescott a substantial frame depot was built, this being occupied by Auditor and General Passenger and Freight Agent F. A. Healy, the ticket office, baggage room, warehouse, and the office of Superintendent R. R. Coleman.

In December grading and track laying was continued, the first work being a long bridge, number 92, over a dry creek at Prescott, thence westerly over a three per cent grade mainly rising to the summit, nine miles out, at the Iron Springs, an elevation of 780 feet, or 6140 feet above sea level and falling to 1840 feet in Skull Valley, fourteen miles farther. In making the circuit over the mountains to Skull Valley, the present terminus of the track, forty-six bridges, several eighty-five feet high, were constructed, all of Oregon timber, a great many heavy cuts were made through granite and malpais. A number of horse shoe bends are formed in making the grades as easy as possible under the conditions. The stretch to Skull Valley is considered the most expensive on the surveyed route, this part of the work being long since accomplished.

Devil's Gate, an immense rock barring the way, but removed in a measure to permit the iron horse to proceed, is at the head of Skull Valley, where once more the grade becomes easy. In this valley, on Sunday last, your correspondent dined in the boarding car and for some thirty minutes mingled in the camp of tracklayers inhabited by a hundred men and horses.

Skull Valley is ten miles long and the grading was completed its entire length this week, the forces consisting of about 600 and the accompanying teams, these being under the direction of B. Lantry & Sons, the well known contractors, some sixty of the number under a sub-contract controlled by Hughes. Five or six camps of these men are scattered out at distances of two miles apart. The track laying force is some 135 men and those engaged in bridging perhaps 65, the two hundred and those engaged in putting up telegraph poles from Prescott to Skull valley being under the company's control, R. R. Coleman, superintendent. The telegraph poles are brought from Mendocino county, Cal.

The Kirkland valley beyond, and 63 miles out is the nearest point, four miles to Congress, a famous mining district now worked extensively. Eighty-three miles further, (a total of 196 miles from Ash Fork) is a southeasterly course to Phoenix, which point will be reached by Christmas, it is confidently expected. The country beyond Skull Valley is somewhat settled. On the west slope of the Bradshaws many mines will be made tributary to the road and the hauls from the mines lessened, while similar conditions exist east and farther south on the line.

Skull, Kirkland, Peoples, Ferguson and Thompson Valleys will contribute stock shipping besides an agricultural output. Here the grades will be light.

The ore from the mines are now brought into Prescott for shipment to

Colorado and New Mexico smelters, while the machinery and supplies generally have been unloaded at this point. While there will be no perceptible charge at the Prescott station, the road will make deliveries from the nearest points to the lines on the route southward.

Granite Station, a few miles north of Prescott, is the shipping point for the Jerome mines, twenty miles east, owned by W. A. Clark, the legal title being the Verde Copper company. Twenty-five cars of coke from Trinidad is shipped into these mines weekly, five cars of grain and other supplies. Copper matte and ballion, in turn, come out from the mines, the former shipped by rail to New Jersey and Europe principally. The Mining company are negotiating for a narrow gauge thirty miles long, at a cost of \$10,000 per mile, to connect with the Santa Fe, Prescott & Phoenix. The survey has been made. The output of the Jerome mines is voted third in the United States. Heretofore operations covered but nine months in the year, but upon the completion of the narrow gauge the mines will run full time and the increase in shipments will be over one half. Two hundred and ten head of animals are worked on freight teams between the mines and Granite Station.

Del Rio, thirty-seven miles south of Ash Fork, is a cattle shipping point, this station being in the midst of the grazing lands, through which the road runs.

The present officers of the Santa Fe, Prescott & Phoenix railway are: F. M. Murphy, of Chicago, president; Major G. W. Vaughn, vice president; C. C. Bowen, of Chicago, secretary and treasurer; F. A. Healy, auditor, general passenger and freight agent; R. R. Coleman, superintendent. Messrs. Vaughn, Healy and Coleman reside at Prescott.

RICH MINING DISTRICTS.

In a few days it would be impossible to get at bottom facts concerning the mineral wealth, mining done, prospecting, transfers of properties and locations taken up, in the region tributary to Prescott. Its extent is unknown, but the work of the past, the output and strikes of six months or a year just ended are the best evidences of the vastness of central Arizona's great mining center, possibly the richest in the United States, lacking only development to show that the statements are founded on facts.

Of the shipments through the medium of the railway from Prescott and points on the line for 1893, the following in ounces is not a bad exhibit, the same reduced to dollars and cents showing the grand total of shipments for that year:

Howard, gold 146.2; Silver Belt, gold 250, silver 1300; Italian, gold 82.5; Yarnell, gold 212.5; Hillside, gold 200, silver 2240; Zero, silver 5059; Crown King, gold 900; Boggs, gold 2947, silver 28,238; Copper Basin, gold 424.5, silver 12,973; Red Buck, silver 109.3; Little Jessie, gold 4245; Boggs & Allen, silver 162; Unknown, gold 1966, silver 12,300; Wells, Fargo Express company, silver 1886; sundries (small lots aggregated), gold 723.3, silver 189,530.

Good coal is to be had four miles west of Prescott. It is a six inch vein and natural gas was struck at 40 feet. Lack of capital put a quietus to further operations. The railroad will have another feeder with the above operating.

Little Jessie mine, in 1893, shipped 1005 tons of ore, value \$100,000. This is a gem. The Henrietta, Big Bug, Reliance, Gladiator, Unknown, Congress, Jerome, Boggs, and a host of other mines and districts are of the best. Some mines producing lightly in silver shut down owing to the low price prevailing. Now attention is paid to gold and many promising mines are looking well. Prospectors are numerous, new stamp mills are going in and ten, twenty and forty stamp mills are in operation.

Sales, leases and bonded properties are daily reported and bid figures appear in the transactions.

The Chapparral and Jerome are great districts, daily stages offering an illustration of their importance.

A smelter at the Needles will draw from this region vast quantities of ore. The rail haul is a trifle over 300 miles to that place.

Colorado men are more plentiful than any other class as mine owners, prospective buyers and prospectors.

Onyx is one of the finds, Messrs. J. W. Wilson and "Bucky" O'Neill being the prime movers in the project. The last named has received samples of asbestos from his 240 acre claim in the Grand Cañon, north of Flagstaff. Dr. Miller says it is a fortune.

F. A. Healey and his brother, T. H., of Albuquerque, are interested in mines in this section.

Lithographic stone is to be shipped via the S. F. & P. railroad shortly, thus adding another to the variety of mineral shipments. In short, it would take weeks to collect notes, and pages of THE CITIZEN to tell of Prescott's rich surroundings.

PROFANE MYTH AND HEARD OF.

F. A. Healy, freight and passenger agent of the Santa Fe, Prescott & Phoenix railway, has been associated with the Santa Fe system for fifteen years, coming from Los Angeles to this city. He is interested in mining and is an enthusiast for this city and Yavapai county. Your correspondent is greatly indebted to him for favors.

Lum Hall is perfectly at home here and spent two days in the city. He came in with F. W. Barton, of Las Vegas.

W. A. Rowe is chairman of the board of supervisors, was a member of the Arizona assembly, knows something of politics, but unfortunately is on the wrong side. He is mining on Lynx creek. Mr. Rowe is an old acquaintance of the writer and aided him in making life pleasant and business remunerative while here.

Cook & Lee, formerly of Flagstaff, have conducted the jewelry business here, as a branch, for two years and within the past year located their entire interest here.

Wm. O'Neill, who was once the popular sheriff of Yavapai county and later probate judge, is now associated with the latter office. He is the best posted man in the county and formerly conducted the Hoof and Horn at Prescott. His aid will be remembered in the make up of this letter.

J. W. Wilson, who in 1880-1 was with Gardner & Hills in old Albuquerque, has been located here some years. Mr. Wilson is in the clothing and gent's goods trade and is interested in an onyx mine in this section.

Chas. A. Green, agent of the Equitable, has been here about two years. While in Albuquerque he reported to Halloran & Washington. His brother John is an "accident" man, and while in Albuquerque in 1891, was with City Engineer Secor.

Thos. Shultz, formerly of the Albuquerque morning papers, is foreman on the Courier. A bright little Arizonian arrived in the family less than a year ago, and it may vote some of these days, providing women have that privilege.

W. S. Goldworthy is operator and ticket agent of the railroad. He was dispatched to this point by Agent T. H. Healy, then acting as night ticket agent.

W. W. Bass and W. A. Brewer, of Williams were in town on Thursday.

Attorney H. D. Rose, late of Flagstaff, came here some weeks ago to assume charge of the office of register of the land office to which he was appointed in January by President Cleveland.

P. J. McQuinn, assistant superintendent of construction, has been appointed to the agency at Dickinson, in Skull Valley, 23 miles southwest on the Santa Fe, Prescott & Phoenix, an office to be established this week, the first out of Prescott.

Jack Moynihan has started on a tour of the mining camps and will add largely to his order list. He will be in Albuquerque within a month.

E. J. F. Horne, one of Cleveland's appointees, will take charge of the postoffice this week, succeeding J. W. Archibald, whose term expired in March. The office is third class. Mr. Horne, who has been here fourteen years, was once recorder and recently on Wells, Fargo & Co's. force. The retiring postmaster was a good official and his successor is equal to the occasion.

Manager J. E. Patton, of the Williams opera house, has a number of his old employees here to assist him on large building contracts, and will remain some time in Prescott.

Chas. Zeiger has been in Prescott a week, leaving for Williams on Tuesday, thence to eastern points. He has a big trade here and on the main line, to and beyond the Needles.

J. S. McTavish, formerly of Rose's, is with Camp No. 1, (Langtry's grading force), four miles beyond the track of the Santa Fe, Prescott & Phoenix extension out of Prescott. Mac is time keeper and takes THE CITIZEN. His brother-in-law, Andrew Francis, is forwarding clerk for the Langtry's, with headquarters in the camp of the track layers.

SIDE ISSUES.

In 1864, Fort Whipple was established just beyond what is now the city limits, the city's birth dating about the time the fort was located. At present there are six companies of the 11th infantry located here under command of Col. De Russay, who is of distinguished military stock—French generals of Lafayette's time. The regimental band is under the leadership of Prof. La Guardia, a graduate of Milan conservatory.

The late General Geo. Crook, when in command of the department, was located here from 1870 to 1873 again from 1879 to 1884. An increase to ten companies has been requested.

On Sunday the Prescott nine beat the Whipple team nine to five, their first game from the latter. The Prescotts reorganized recently, with C. H. Akers president; J. M. Aitken, secretary and treasurer; E. J. Horne, scorer; J. Friend, umpire; players: M. Winsor, pitcher; J. M. Aitken, catcher and captain; H. E. Morrison, 1; H. Trindle, 2; C. Marion, 3; Toke Miller, as; H. Derwin, If; F. A. Trindle, cf; H. Cago, rf. Of the 1891 team, who lost in the ninth, in Albuquerque, the possibility of capturing a \$300 purse vanished. J. M. Aitken 3d base and F. A. Trindle, center, alone remain here to recall the event.

Stages run to Jerome six days in the week, and to Chapparral mining district tri-weekly. To Phoenix, via Castle Creek, 104 miles, semi-weekly; via Black cañon route, 110 miles, tri-weekly and the Congress route, 140 miles daily, Sunday excepted. The fare is usually \$1.25 but extras going put it down to \$5, these being irregular.

A street railway franchise has been granted to run a line to Ft. Whipple. The route would probably be from the south side of the plaza via the street leading to the depot, thence to the fort.

This year being the thirtieth anniversary, so reported, of the founding of Prescott, a big celebration is in order.

PITTSBURGH.

NEW CORPORATIONS.

In the office of the territorial secretary the following new corporations have filed papers: The Roswell Telephone & Manufacturing Company—Incorporators, Edward A. Caboon, Charles E. Greene, Lucius K. McGaffey and Charles A. Keith; capital stock, \$50,000; single shares, \$100; directors, the incorporators; principal place of business, Roswell, N. M.

The National Masonic Home for Consumptives—Incorporators, Charles H. Sprieder, W. S. Harroun, S. Wedles, T. J. Curran, H. Lindheim, A. C. Ireland and Arthur Boyle; principal place of business, Santa Fe, N. M. Objects, to establish a home or health resort for the use, accommodation and benefit of all such persons as may be afflicted with the disease commonly known as consumption, etc.

Marching On.

Boonsboro, Md., April 24.—The Army broke camp early this morning and started on a long march to Frederick.

BACK FROM COCHITI.

What T. W. Austin Says About Mr. Lowthian and the Grant. Henry Lockhart, T. S. Austin, George E. Denny and Col. Hutehason, all interested in the Cochiti mining district, returned to the city last night.

There are no many conflicting reports about the assay of the last car load of ore, shipped to the Socorro smelter from the Crown Point mine, that THE CITIZEN reporter called at Justice Lockhart's office this morning to ascertain from that gentleman the true facts, but found the judge absent from his office.

Mr. Austin, who is an experienced miner and who is superintending the work on the Crown Point, was present, and he informed THE CITIZEN, when the question in regard to the assay was asked him, that he thought Mr. Lockhart and the other owners of the mine objected to the public knowing what their property is producing.

He remarked, however, that the ore carried a little over \$100 to the ton in gold and silver, and that the owners would continue shipping \$100 ore. He stated that about a dozen men are at work on the Crown Point, and that regular shipments would begin in a short time.

Speaking on the Lowthian-land grant question, Mr. Austin said that he thought Mr. Lowthian was sincere in his efforts to prevent the confirmation of the grant, and he remarked that Mr. Lowthian proved a good, valuable man for the camp when he sounded the alarm of interference from the land claimants. If the miners act quietly by, without any protest whatever, the land claimants would come in and thus kill the prospects and progress of the district, but Mr. Lowthian has come forward, he has vast interests in the district and located on the alleged grant, and the miners must act in conjunction with him to prevent the confirmation of the supposed grant. He did not and could not believe that Mr. Lowthian's object in raising the hue and cry against the grant was for the purpose of frightening his partners into disposing of their interests, in their mines, to him or any one else. He had acted square with them, as far as Mr. Austin could learn, and there was no reason for the suggestion advanced above. He believes that every man has the right to be heard, and stated that as Mr. Lowthian had been interviewed, giving his views on the land grant subject through THE CITIZEN, in which reference was made to a certain Albuquerque lawyer, it was perfectly legitimate and proper that B. S. Rodey, the attorney referred to, was granted space to give his side of the controversy.

A Railroad Rumor.

There is a rumor about that the Rock Island railroad company had secured a controlling interest in the Atlantic & Pacific railroad company, and would soon commence constructing their line from Fort Reno, Indian territory. The rumor originated from a talk, several days ago, between Frank Lower, of Council Grove, Kansas, and Chas. F. Hunt, Mr. Lower, who was here, is the treasurer of Morris county, Kansas, and he told Mr. Hunt that his brother, who is intimate with several high officials of the Rock Island railroad, informed him that the company intended to make vast improvements at Liberal, Kan., and having secured the above interest in the Atlantic & Pacific, would build the gap between this city and Fort Reno. The talk is discredited by the local Atlantic & Pacific officials.

A Big Scheme.

The Mohave Miner, published at Kingman, A. T., gives the following item of an enterprise, in which several well-known Albuquerque gentlemen are interested: Calvin Whitting, E. D. Bullock, G. W. Jones, J. M. Champion and Geo. H. Broome, of Albuquerque, have located a dam site on Bill Williams Fork and propose taking out a ditch four feet deep and twelve feet wide. The ditch will run to the Colorado river. 400,000 gallons of water will be used annually. It is thought that many of the old places along the river will be worked and the balance of the water will be used for agricultural purposes. Our resources in this line will surely come to the fore.

Improving Points.

The New Mexican says: At last the Armojo estate, of Albuquerque, has consented to remodel and improve their valuable corner property in this city opposite the Exchange hotel. A new, pretentious glass and iron front is to be put in and the block made habitable in all respects. It is probable that C. L. Bishop will take a lease on the corner room, removing there his grocery store, while W. J. Slaughter will continue in the other apartment under much more pleasant conditions than now.

The Pinos Altos Trouble.

The rumor yesterday to the effect that a pitched battle between Americans and Mexicans had occurred at Pinos Altos, Grant county, Sunday morning, was greatly exaggerated. After THE CITIZEN had gone to press, the following special was received at 5:35 p. m. from Joe Sheridan, editor of the Enterprise: SILVER CITY, N. M., April 23. DAILY CITIZEN, Albuquerque. No serious trouble. Officers tried to arrest two Mexicans under an indictment for murdering a man. The Mexicans owned five cowboys, who were unhurt. One Mexican killed.

Pushing Work.

F. E. Nelson, who has the contract to construct the Postal Telegraph company line from La Junta to Mohave, California, a distance of 1,300 miles, returned from the north last night. Mr. Nelson stated that the line is completed for a distance of twenty miles from La Junta, and that about the same distance south of Albuquerque. He expects to have the line completed and in operation for the entire distance in about five months.

No Strike at Denver.

Denver, April 24.—All quiet here and home miners will try to work and all outside will depart.

Certain police with fixtures. 25c each, at Lauer & Lowman's.